10.8a Remove the lower screws (arrowed) . . .

10.8b . . . then prise down the upper clips and remove the centre vent assembly

10.12 Disconnecting one of the facia centre panel wiring plugs

Removing the panel this far is sufficient to remove the centre vents; it is preferable, however, to remove the panel completely, as follows. Unclip the cover which fits over the switch panel wiring plugs. Noting their locations, disconnect the wiring from the switches, and remove the panel complete with switches.

8 The centre vents are secured by two screws at the bottom, and two clips at the top. Remove the screws and prise the clips downwards, then pull the centre vents from the facia **(see illustrations)**.

9 Refitting is a reversal of removal.

Heater control panel

10 Remove the radio/cassette player as described in Chapter 12.

11 Remove the two screws above and below the radio aperture in the facia.

12 Pull the lower edge of the facia centre panel outwards, then unhook the side and top edges from the facia. Unclip the cover which fits over the switch panel wiring plugs. Noting their locations, disconnect the wiring from the switches **(see illustration)**, and remove the panel complete with switches.

13 The heater control panel is secured by two screws and two clips at its top edge. Remove the screws, then prise the clips to the side and release the panel **(see illustration)**.

14 Pull the panel rearwards, disengaging the two operating rods at the rear from the heater unit.

15 Slide the locking lever to the side, and separate the large wiring plug at the rear of the panel before removing it from the car **(see illustrations)**.

16 Refitting is a reversal of removal, taking care to engage the operating rods with the heater unit as the panel is refitted - this can be an awkward operation.

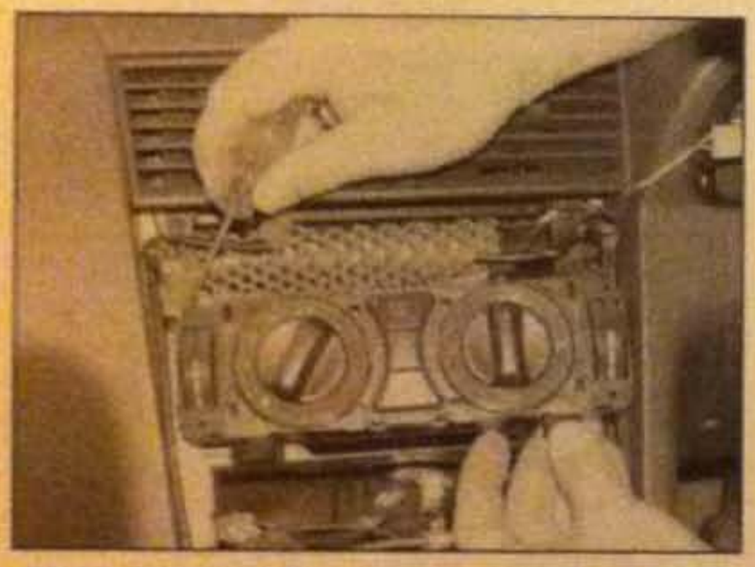
Heater blower motor

17 Remove the passenger lower facia panel as described in Chapter 11, Section 41.

18 Slide the two white plastic locking clips towards each other to release the blower motor access panel **(see illustration)**.

19 Disconnect the wiring plug, then lower the access panel down and remove it **(see illustrations)**.

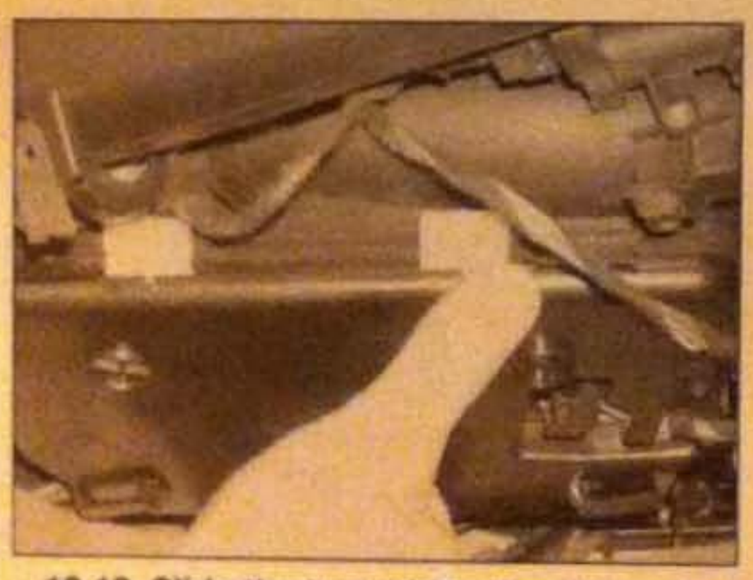
20 Unscrew the two screws securing the blower motor resistor pack, then lower the



10.13 Remove the two screws, then prise the clips apart and remove the heater control panel

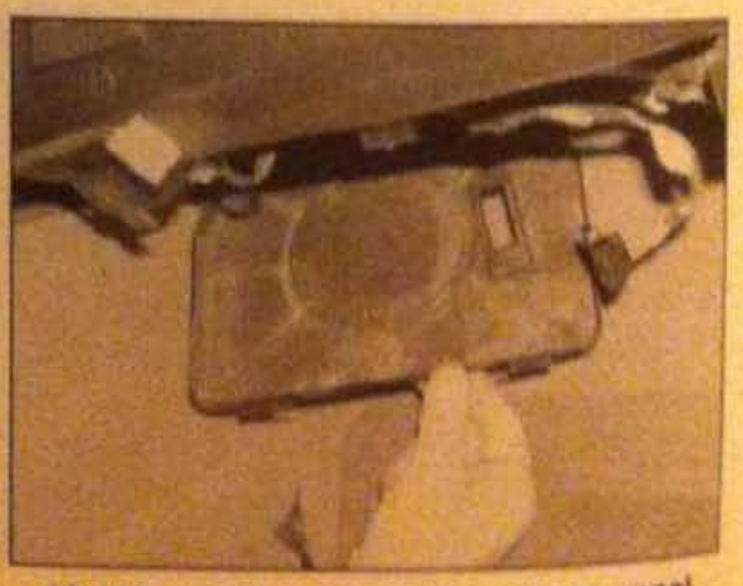
10.15a Slide the locking lever to one side . . .

10.15b . . . then disconnect the wiring plug from the heater control panel



10.18 Slide the two white clips towards each other

10.19a Disconnect the blower motor wiring plug . . .



10.19b . . . then lower the access panel

resistor pack and disconnect the two wires from it, noting which way round they are connected **(see illustrations)**.

21 Unscrew and remove the four Torx screws securing the blower motor, then lower it out from under the facia **(see illustrations)**.

22 Refitting is a reversal of removal, making sure that all wiring connections are securely remade.

Heater solenoid valves

Driver/passenger control valves

23 Wait until the engine is completely cold, then drain the cooling system as described in the relevant part of Chapter 1. Note, however, that draining the system may well not remove the coolant from the heater pipework, so some spillage is likely. Alternatively, if the coolant is not due for renewal, don't drain the system, and pack some rags around the hose connections at the valves before disconnecting them.

24 Disconnect the wiring plug from the valve unit **(see illustration)**.

25 Noting their locations for refitting, unscrew the hose clips and disconnect the three coolant hoses from the valves. Be prepared for coolant spillage, even if the system was drained.

26 Release the valve unit from its mounting bracket by compressing the two rubber mountings so that they will pass through the mounting bracket holes.

27 Refitting is a reversal of removal, noting the following points:

a) If necessary, use a little liquid soap (washing-up liquid) to ease the rubber mountings into place.

b) Make sure that the coolant hose connections are correctly and securely remade.

c) Refill or top-up the cooling system as necessary, as described in the relevant part of Chapter 1 or Weekly checks.

Main supply valve

28 The main supply valve is only fitted to models with air conditioning.

29 Wait until the engine is completely cold, then drain the cooling system as described in the relevant part of Chapter 1. Note, however, that draining the system may well not remove the coolant from the heater pipework, so some spillage is likely. Not draining the system is not an option in this case, as the low position of the valve will result in far more coolant being spilled.

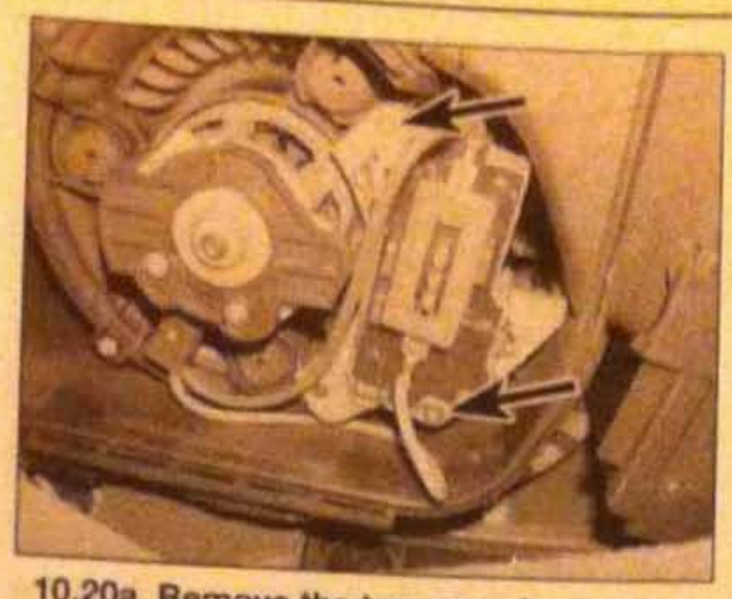
30 Disconnect the wiring plug from the valve unit **(see illustration)**.

31 Noting their locations for refitting, unscrew the hose clips and disconnect the two coolant hoses from the valve. Be prepared for coolant spillage.

32 Release the valve unit from its mounting bracket by sliding off the rubber mounting.

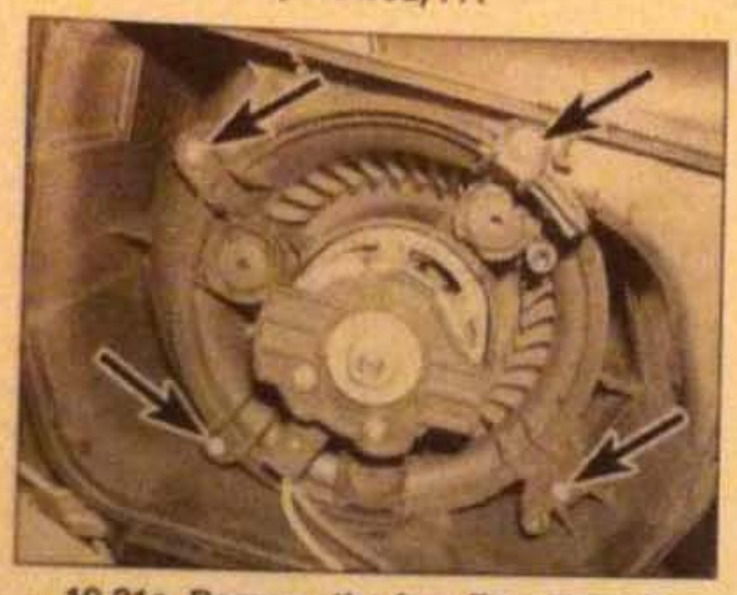
33 Refitting is a reversal of removal, noting the following points:

a) If necessary, use a little liquid soap (washing-up liquid) to ease the rubber mounting into place.



10.20a Remove the two securing screws (arrowed) . . .

10.20b . . . then lower the resistor pack and disconnect the wiring



10.21a Remove the four Torx screws (arrowed) . . .

10.21b . . . and remove the blower motor from under the facia

b) Make sure that the coolant hose connections are correctly and securely remade.

c) Refill the cooling system as described in the relevant part of Chapter 1.

Inlet air temperature sensor

34 A temperature sensor is fitted on the right-hand side of the heater unit, to monitor the temperature of the incoming air. On models with air conditioning, this sensor is mounted behind the evaporator, so that it effectively monitors the temperature of the refrigerated air.

35 Remove the facia as described in Chapter 11.

36 Disconnect the wiring plug at the right-hand side of the heater unit **(see illustration)**.

24 General view of the solenoid valves - wiring plug arrowed

10.30 Main supply valve, seen from above with air cleaner removed - wiring plug arrowed

10.36 Disconnect the temperature sensor wiring plug at the right-hand side

be necessary to drain the cooling system and renew the coolant (see Section 39).
3 Once the test is complete, check the coolant level is correct (see *Weekly checks*) then securely refit the pressure cap.

5 Front brake pad check

1 Firmly apply the parking brake, then jack up the front of the car and support it securely on axle stands (see *Jacking and vehicle support*). Remove the front roadwheels **(see Haynes Hint)**.
2 For a comprehensive check, the brake pads should be removed and cleaned. The operation of the caliper can then also be checked, and the condition of the brake disc itself can be fully examined on both sides. Refer to Chapter 9 for further information.
3 If any pad's friction material is worn to the specified thickness or less, *all four pads must be renewed as a set.*

6 Front brake disc check

Refer to Chapter 9, Section 6.

7 Seat belt check

1 Carefully examine the seat belt webbing for cuts or any signs of serious fraying or deterioration. If the seat belt is of the retractable type, pull the belt all the way out, and examine the full extent of the webbing.
2 Fasten and unfasten the belt, ensuring that the locking mechanism holds securely and releases properly when intended. If the belt is of the retractable type, check also that the retracting mechanism operates correctly when the belt is released.
3 Check the security of all seat belt mountings and attachments which are accessible, without removing any trim or other components, from inside the vehicle.

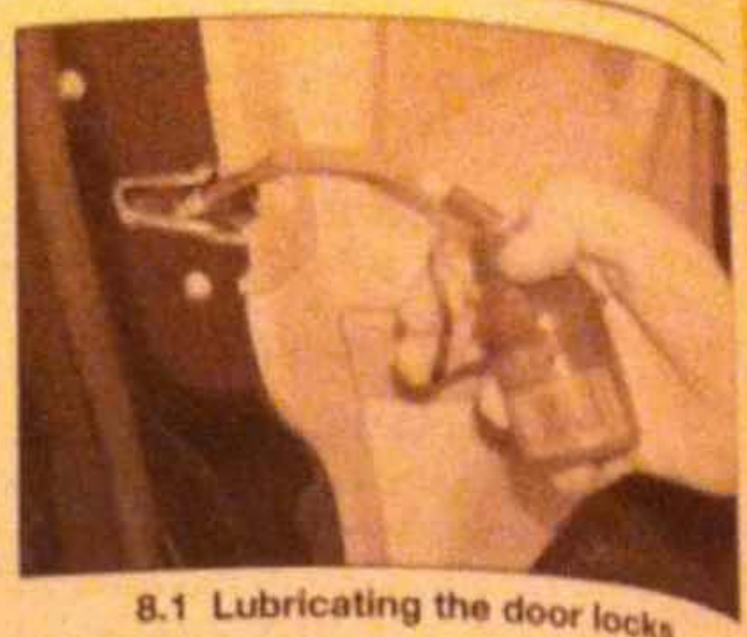
For a quick check, the thickness of the friction material of the brake pad can be measured through the aperture in the caliper body

8 Lubricate hinges, locks, aerial and sunroof

1 Lubricate the hinges of the bonnet, doors and tailgate with a light general-purpose oil. Similarly, lubricate all latches, locks and lock strikers **(see illustration)**. At the same time, check the security and operation of all the locks, adjusting them if necessary (see Chapter 11).
2 Lightly lubricate the bonnet release mechanism and cable with a suitable grease.
3 If an electric aerial is fitted, extend the aerial and remove all traces of dirt from its mast. Lubricate the aerial mast with a light general-purpose oil and retract the aerial.
4 On models with a sunroof, slide the roof fully back and clean the sunroof guide rails. Apply a smear of fresh multi-purpose grease to the rails and close the sunroof.

9 Windscreen/headlight washer system check

Check that each of the washer jet nozzles are clear and that each nozzle provides a strong jet of washer fluid. The jets should be aimed to spray at a point slightly above the centre of the screen/headlight. On the



8.1 Lubricating the door locks

windscreen washer nozzles where there are two jets, aim one of the jets slightly above the centre of the screen and aim the other just below to ensure complete coverage of the screen. If necessary, adjust the jets using a pin.

10 Pollen filter renewal

1 The air entering the vehicle's ventilation system is passed through a very fine pleated paper air filter element, which removes particles of pollen, dust and other airborne foreign matter. To ensure its continued effectiveness, this filter's element must be renewed at regular intervals. Failure to renew the element will also result in greatly-reduced airflow into the passenger compartment, reducing demisting and ventilation capability.
2 Remove the passenger side lower facia panel, as described in Chapter 11, Section 41.
3 The cover which fits over the lower edge of the pollen filter is secured by two sliding catches. Slide the catches so that the cover is released, and remove the cover from under the facia **(see illustrations)**.
4 Withdraw the pollen filter element from its location under the facia, noting which way round it fits **(see illustration)**.
5 Fit the new filter into position, noting any direction-of-fitting markings which may be present, and secure the cover with the sliding catches.
6 Refit the passenger side lower facia panel using a reversal of the removal procedure in Chapter 11.

10.3a Slide the two catches to release the lower panel . . .

10.3b . . . then remove the lower panel from under the facia

10.4 Removing the pollen filter element